



CITY OF NEWPORT BEACH BALBOA VILLAGE ADVISORY COMMITTEE AGENDA

ExplorOcean
600 East Bay Avenue
Wednesday, February 13, 2013 - 4:00 p.m. to 5:30 p.m.

Committee Members:

Michael Henn, Council Member (Chair)
Keith Curry, Mayor
Gloria Oakes – Balboa Peninsula Point HOA
Ralph Rodheim – Balboa Village BID Board Member
Laura Keane – Central Newport Beach Community Association
Tom Pollack – ExplorOcean Representative
Jim Stratton – At-Large Representative

Staff Members:

Kimberly Brandt, Community Development Director
Brenda Wisneski, Deputy Community Development Director
Tony Brine, City Traffic Engineer
Fern Nueno, Associate Planner

-
- I. **Call Meeting to Order**
 - II. **Public Comment on Non-Agendized Items** (comments limited to 3 minutes)
 - III. **Approval of Minutes**
Recommended Action: Approve January 9, 2013 Minutes (Attachment 1)
 - IV. **Approved 2013 Work Program Schedule** (Attachment 2)
 1. Update of City Council Action on January 22, 2013
Recommended Action: Receive and file.
 - V. **Review of Balboa Village Maintenance Program** (Attachment 3)
 1. Overview by Mark Harmon, Municipal Operations Director
 2. Discuss Standard of Maintenance
Recommended Action: Discuss and provide direction as appropriate.
 - VI. **Parking Program Working Group**
Recommended Action: Appoint up to three members.
 - VII. **Public Comment** (Attachment 4 – Written Correspondence)
 - VIII. **Adjournment** *Next Meeting Date Wednesday, March 13, 2013 4:00 p.m. to 5:30 p.m.*

Please refer to the City Website, <http://www.newportbeachca.gov/index.aspx?page=2196>, for additional information regarding the Balboa Village Advisory Committee.

AN AGENDA FOR THIS MEETING HAS BEEN POSTED AT LEAST 72 HOURS IN ADVANCE OF THE MEETING AND THE PUBLIC IS ALLOWED TO COMMENT ON AGENDA ITEMS.

IT IS THE INTENTION OF THE CITY OF NEWPORT BEACH TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) IN ALL RESPECTS. IF, AS AN ATTENDEE OR A PARTICIPANT AT THIS MEETING, YOU WILL NEED SPECIAL ASSISTANCE BEYOND WHAT IS NORMALLY PROVIDED, THE CITY OF NEWPORT BEACH WILL ATTEMPT TO ACCOMMODATE YOU IN EVERY REASONABLE MANNER. PLEASE CONTACT LEILANI BROWN, CITY CLERK, AT LEAST 72 HOURS PRIOR TO THE MEETING TO INFORM US OF YOUR PARTICULAR NEEDS AND TO DETERMINE IF ACCOMMODATION IS FEASIBLE (949-644-3005 OR CITYCLERK@NEWPORTBEACHCA.GOV).

INTENTIONALLY LEFT BLANK

Attachment 1

Draft January 9, 2013 Minutes

INTENTIONALLY LEFT BLANK



CITY OF NEWPORT BEACH BALBOA VILLAGE ADVISORY COMMITTEE

Action Meeting Minutes

ExplorOcean, 600 East Bay Avenue

Wednesday, January 9, 2013 - 4:00 p.m. to 5:30 p.m.

I. Call Meeting to Order

Chair Henn, Council Member, convened the meeting at 4:00 p.m. All committee members were present with the exception of Gloria Oakes, with an excused absence. Keith Curry, Mayor, left the meeting at 5:12 p.m.

The following City staff members were in attendance: Kimberly Brandt, Community Development Director; Brenda Wisneski, Deputy Community Development Director; Tony Brine, City Traffic Engineer; Fern Nueno, Associate Planner.

II. Public Comment on Non-Agendized Items

Howard Hall, Balboa resident, noted his concerns on the Residential Parking Permit Program (RPPP). He specifically addressed the survey handed out to the residents, which residents are affected by the commercial parking overflow (as opposed to residents and beach parking), and the cards handed out by Jim Stratton.

III. Approval of Minutes

Keith Curry motioned and Ralph Rodheim seconded to approve the December 13, 2012 meeting minutes. There were no public comments on this item. The motion was approved unanimously (6 yes, 0 no).

IV. Commercial Parking Management Program

Ms. Nueno provided an overview of the Commercial Parking Management Program summarizing each of the parking strategies.

The Committee discussed the program, parking studies, seasonal parking issues, and other related issues.

Public comments included a discussion of the existing parking districts; validity of the Walker Study; Coastal Commission review of the employee parking program in the tidelands; wayfinding; parking issues with long term development and mixed-use properties; parking deficiency; fisherman, Catalina Flyer, and other passenger boats and their impacts to the waterfront; and the potential funds from the Parking Benefit District.

Mr. Curry motioned and Mr. Pollack seconded to forward the Work Program to City Council authorizing implementation. The motion was approved unanimously (6 yes, 0 no).

V. 2013 Work Program Schedule

Ms. Wisneski presented the details of the Work Program Schedule including the timing for BVAC, Planning Commission, and City Council review of each strategy.

The Committee discussed the schedule and made suggestions regarding grouping of certain strategies and revising certain timeframes. After Committee discussion and public comment, the schedule was revised to move items forward that could be accomplished without the results of the data collection and field surveys. Other items were moved further back to ensure enough time was provided for each action, while still meeting the goals for 2013.

A subcommittee will be established at the next meeting for a parking working group, and that group will weigh in on the parking consultant's work prior to the entire BVAC review.

Maintenance of the area was discussed and the Municipal Operations Director, Mark Harmon, will be at future BVAC meetings to further delve into the strategies. The Committee and members of the public discussed the Business Improvement District, special events including ice skating rink and horse drawn carriage rides in time for the 2013 boat parade, and the facade improvement program.

Mr. Rodheim motioned and Mr. Pollack seconded to confirm the Work Program Schedule and forward to City Council. The motion was approved unanimously (6 yes, 0 no).

VI. Commercial Façade Subcommittee

The Committee sought to establish a subcommittee to work on the facade improvement program. Mr. Rodheim and Ms. Keene volunteered to be on the subcommittee. It was also suggested that Ms. Oakes sit on the subcommittee, provided she accepts this assignment. Mr. Stratton motioned and Mr. Pollack seconded to appoint Mr. Rodheim, Ms. Keene, and Ms. Oakes (if amenable) to the Commercial Façade Subcommittee. The motion was approved unanimously (6 yes, 0 no).

VII. Public Comment

Mr. Stratton mentioned the mooring owners concern regarding the red curb that is used for loading and unloading. Mr. Brine will work towards having the curb painted yellow or green instead.

Mr. Stratton suggested the Bay Island residents sharing the parking structure instead of each spot being allotted. Mr. Henn stated that the working group can work on this issue.

Rita Stenlund discussed the Nautical Museum camp programs and the need for a drop off/pick up zone. Mr. Brine suggested that the Museum obtain a Temporary Street Closure permit and confirmed that each event will require separate review and approval from the Public Works Department.

W. R. (Bill) Dildine discussed bicycle parking and it was noted that bicycles are within the 2014 strategies.

Ms. Keane mentioned that she and several other nearby residents would like the ability to purchase a parking permit for the Palm Street parking lot and meters in Balboa Village. She mentioned that the ease of parking and quickly running into a store on the way home would allow more residents to shop in the area instead of shopping areas further away with more convenient parking lots.

VIII. Adjournment

There being no further business to come before the Committee, Chair Henn adjourned the meeting at 5:30 p.m.

Attachment 2

Approved 2013 Work Program Schedule

INTENTIONALLY LEFT BLANK

BALBOA VILLAGE 2013 PARKING MANAGEMENT WORK PROGRAM SCHEDULE												
	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPT	OCT	NOV	DEC
PUBLIC OUTREACH												
1. BVAC												
2. BID												
3. Business/Property Owner Workshops				★					★			
DATA COLLECTION & FIELD SURVEYS												
			BVAC									
MODIFY PARKING METER RATES AND TIME LIMITS												
1. Confirm Structure			BVAC									
2. Draft Ordinance					CC							
3. Implementation												
ESTABLISH EMPLOYEE PARKING PROGRAM												
1. Program Development				BVAC								
2. Draft Ordinance					CC							
3. Marketing & Implementation												
SUSPEND IN-LIEU PARKING FEE												
1. Draft Ordinance					CC							
ELIMINATE/MODIFY PARKING REQUIREMENTS												
1. Evaluate current supply and future demand				BVAC								
2. Determine approach					BVAC							
3. Develop Parking Standard								BVAC				
4. Draft Ordinance										PC	CC	
ESTABLISH PARKING BENEFIT & SHARED DISTRICT												
1. Designate Boundaries							BVAC			PC	CC	
2. Governance Structure							BVAC			PC	CC	
RESIDENTIAL PERMIT PARKING PROGRAM												
1. Field Survey					BVAC							
2. Reaffirm Program									BVAC			
3. Draft Ordinance										PC	CC	

BALBOA VILLAGE 2013 WORK PROGRAM SCHEDULE												
	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPT	OCT	NOV	DEC
ASSUME MAINTENANCE OF BOARDWALK AREA												
1. Maintenance standard		BVAC										
2. Cost and funding options.					BVAC							
3. Implementation												
ALLOCATE ADDITIONAL FUNDING TO BID – <i>BID structure and funding under review by City Managers Office</i>												
1. Update BVAC on progress of City Manager's Office	Updates will be provided as information is made available.											
DEVELOP SPECIAL EVENTS INITIATIVE - <i>May be combined with BID Special Events Plan. BID working with Visit Newport</i>												
1. BVAC Member Rodheim to provide update			Update									
COMMERCIAL FACACDE IMPROVEMENT PROGRAM - <i>BVAC member initiated for 2013.</i>												
1. Establish Subcommittee	BVAC											
2. Define Scope & Budget			BVAC									
3. Submit Request for Next Budget												

Attachment 3

Maintenance Program Memo

INTENTIONALLY LEFT BLANK



**CITY OF NEWPORT BEACH
COMMUNITY DEVELOPMENT DEPARTMENT
3300 NEWPORT BOULEVARD, BLDG. C
NEWPORT BEACH, CA 92658-8915
(949) 644- 3297**

Memorandum

To: Balboa Village Advisory Committee
From: Brenda Wisneski, Deputy Community Development Director
Date: February 13, 2013
Re: Review of Balboa Village Maintenance Program

The Balboa Village Master Plan includes strategies related to the Balboa Village streetscape. Attached is an excerpt from the Master Plan detailing these strategies. In support of these strategies, the maintenance program will be reviewed to determine if modifications are needed to enhance the standard of maintenance for the area.

In developing the Master Plan, areas specified as needing improvement included:

1. Fun Zone Boardwalk (A Street to Adams)
 - Initial heavy duty cleaning
 - Ongoing cleaning
 - New trash receptacles (quantity to be determined)
2. Main Street/Balboa Boulevard
 - Painting the terra cotta planters a gloss, black like those on Balboa
 - Installation of new plant materials in all pots, as well as hanging baskets
 - Ongoing maintenance of plant materials in pots/baskets
 - Steam cleaning of public right of way areas (initial and ongoing)
3. Trash Receptacles in Balboa Village (including city-owned parking lot)
 - Replace "non matching" ones with those installed some 9 years ago (sand-etched design)
 - Paint/replace lids of sand-etched receptacles to give them a new, fresh look

Mark Harmon, Municipal Operations Department Director, will provide an overview of the current maintenance program and present suggestions for the BVAC consideration. Estimated costs associated with the BVAC's recommendations will be presented at a future meeting for final consideration.



8. In coordination with the City's Bicycle Safety Committee, identify and implement targeted improvements to bicycle and pedestrian facilities in Balboa Village.

The City's Bicycle Safety Committee is currently in the process of developing a plan and set of strategies to improve bicycle safety and conditions, including Balboa Village. Their recommendations should be implemented in collaboration with the strategies identified in this plan.

PUBLIC INFRASTRUCTURE/STREETSCAPE

The streetscape and public rights-of-way in Balboa Village are generally in good condition, but there is room for improvement. Since 2000, the City has invested over \$12 million in the area, including new decorative sidewalks, street trees, and planters. In addition, the City acquired property and expanded the Palm Street public parking lot. A walking tour of the area revealed the need for new or improved streetscape, street furniture, wayfinding/parking signage and enhanced maintenance of the area.



The following actions are recommended to address the physical appearance of the public areas in Balboa Village:

1. Engage an architectural firm to update the original conceptual streetscape and public signage (wayfinding and parking) plan for the Village, taking into consideration the improvements made to date by the City and the future development plans of ExplorOcean along the bay front.

The intent with this recommendation is not to reinvent the wheel, but rather take into account the various public improvements made in the area over the last ten years such as the planter pots along Main Street and Balboa Boulevard, enhanced pavement, street trees, street furniture and signage. In addition, the boardwalk area will be added to the modified streetscape plan. The intent is to incorporate existing improvements to the extent possible, and build upon the original work for the plan into the future. Creating an enhanced landscape/streetscape design plan will also guide future development in the area, such as ExplorOcean, along key public access routes such as the Boardwalk. A unified streetscape will then become the "theme" if you will, rather than imposing a theme design for the commercial buildings in the Village. The plan will also address additional public signage in the area, which was a recommended action by the parking consultant in order to ease traffic congestion and direct people easily to public parking options, etc.



The cost to undertake an updated conceptual landscape design is approximately \$20,000. Once completed, then the next steps would be replacement of the planting in the pots along Main Street and Balboa Boulevard, and refurbishment, replacement or installation of new trash receptacles, benches and other streetscape items identified in the plan. There is currently \$100,000 allocated to improve disability street access citywide (curb access ramps) in Community Development Block

Grant funds. Upon approval of the Master Plan, the City Council could re-consider allocating these funds or allocate future funds for the enhanced streetscape design and improvements. Installation of additional enhanced streetscape improvements will be build upon the improvements previously installed and will further unify and enhance the physical appearance of Balboa Village.

2. Regular maintenance of the boardwalk area should be incorporated into the City's streetscape maintenance contract under direction of the Operations Department.

The boardwalk area between Main and Adams Streets is maintained by the individual property owners fronting the boardwalk. An easement exists in favor of the City to provide a public access walkway along the water's edge. It is apparent that not all owners share the same level of maintenance standards. Further, the street furniture is dated and not appealing. Any new street furniture along the Boardwalk will be addressed in the conceptual plan discussed above.

The appearance of the Boardwalk makes an impression on those enjoying the Village offerings. It is important, therefore, that regular cleaning and upgrading of its appearance be undertaken by the City to ensure the level of quality and long-term visual appearance of this frequently used amenity.



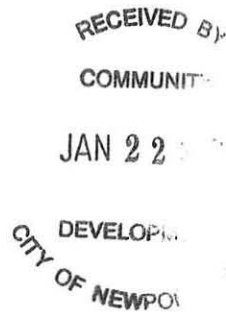
The estimated cost of steam cleaning is \$630.00 per cleaning, or \$7,525 annually for monthly cleaning and \$15,050 annually for bi-weekly cleaning. Given the amount of traffic experienced on the boardwalk year round, it is recommended that the bi-weekly cleaning be undertaken as soon as possible to address peak season usage. Frequency during off-peak season can be determined at a later date. Once the conceptual landscape plan is developed, it is recommended that new trash receptacles and street furniture be installed as soon as is practical.

Attachment 4

Written Correspondence

INTENTIONALLY LEFT BLANK

Dan Wesley
1010 Berkeley Ave
Claremont, CA 91711
909-816-4405 cell



1/19/13

Brenda Wisneski,

I am a permit holder of a mooring in the 'C' section of the harbor. C-61. As the city moves forward with the new 'Residential Parking Permit Program' I find that the boat owner's in the 'C' section will be adversely impacted. I, like many of the boat owner's, have been in the harbor for over twenty years. I would venture to say that is longer than a good portion of the home Owner's who will be allowed to have parking permits in the RPPP.

Last year the fee (tax) for the use of the moorings was substantially increased. What are we paying for if not for the privilege of being part of the community. As part of that community we should be allowed to join in RPPP. The boat owners in section 'C' are part of the culture in the harbor not part of the spillover from the commercial district as described on the first page of the 'BALBOA VILLAGE PARKING MANAGEMENT PLAN / FINAL REPORT' second paragraph. We are not Large employers, University, colleges, neighborhood schools, hospitals, etc. When we have our children and our grandchildren with us to spend money at the retail, tourist, or other recreational destinations we go by boat.

The actual number of boats that are used regularly in this section is small. Consequently the number of parking permits requested by the boat owners will be small. Verification of a boat owner is obvious. I assume as discussed at the December meeting that a survey will be sent to the boat owners in the 'C' section to see how many permits would be involved. Also as mentioned at the December meeting the easy solution to the distribution of the survey would be to have it sent with our annual fee payment.

Thank you for time in considering this matter.

Dan

Kathryn O'Neal

January 20, 2013

To Brenda Wisneski:

RECEIVED BY
COMMUNITY
JAN 23 2013
DEVELOPMENT
CITY OF NEWPORT BEACH

It has come to my attention that the council is entertaining the idea of permit parking on streets close to the Fun Zone; specifically Fernando, Coronado and Streets. While I do believe this step is ill advised, I am particularly concerned about the impact it will have on boat owners in the vicinity who currently are moored in the C section.

Permit parking, by its very virtue, has an elitist feel to it. I do realize the home owners have issues with parking due to the fact they live by the beach, Their complaints, however, are liken to the home owner who moves next to a school and complains about children's voices. It is difficult to reconcile encouraging visitors to the Fun Zone and then have limited parking for them.

If the parking permits are to be a reality I urge you to offer them to boat owners in the C section as well. As a boat owner, I contribute to the tax base in several ways. First, with the taxes I pay and second with the establishments I frequent including but not limited to restaurants, stores, boat cleaning services, and mooring maintenance. To suggest I am less of a citizen is quite frankly incorrect.

I realize this letter may seem contentious, but as a boat owner in your fair city for over 25 years I have come to feel Newport is my home away from home. It is my hope you value and will recognize me as I have valued and recognized you.

Sincerely,

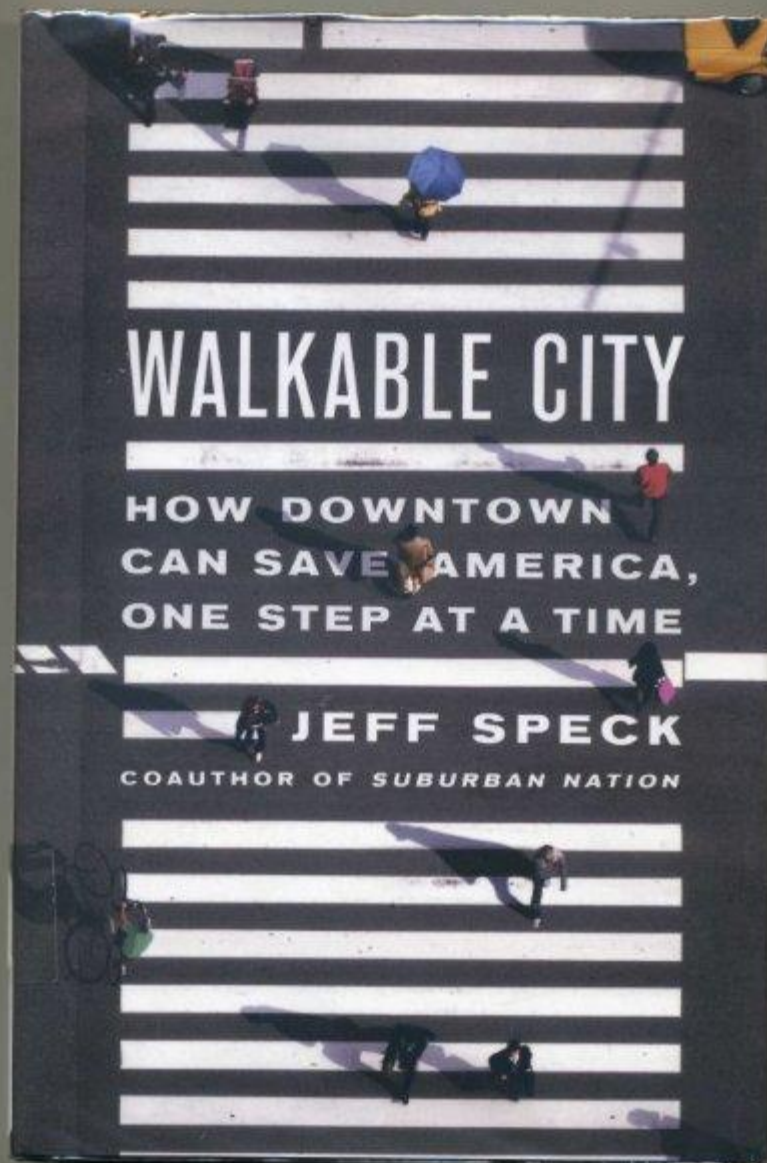


Kathryn O'Neal

Wisneski, Brenda

From: Bruce Brandenburg [BruceBrandenburg@sbcglobal.net]
Sent: Wednesday, January 30, 2013 7:31 AM
To: Bruce Brandenburg
Subject: Walkable City
Attachments: img089.jpg; img090.jpg; img091.jpg; img092.jpg; img093.jpg

Should be required reading for staff, BID and Advisory committee working on balboa Village Revitalization , see some attached pages.



CONTENTS

Prologue	3
A General Theory of Walkability	7

I: WHY WALKABILITY? 13

Walking, the Urban Advantage	17
Why Johnny Can't Walk	37
The Wrong Color Green	51

II: THE TEN STEPS OF WALKABILITY 65

The Useful Walk

Step 1: Put Cars in Their Place	75
Step 2: Mix the Uses	105
Step 3: Get the Parking Right	115
Step 4: Let Transit Work	139

The Safe Walk

Step 5: Protect the Pedestrian	163
Step 6: Welcome Bikes	189

The Comfortable Walk

Step 7: Shape the Spaces	213
Step 8: Plant Trees	223

The Interesting Walk

Step 9: Make Friendly and Unique Faces	237
Step 10: Pick Your Winners	253

Acknowledgments	263
-----------------	-----

Notes	267
-------	-----

Works Cited	281
-------------	-----

Geographic Index	295
------------------	-----

General Index	302
---------------	-----

Significantly, most federal transportation funds are transferred directly to state departments of transportation (DOTs), which are notoriously inbred with road builders, and typically see it as their principal mission to construct highways.¹³ More on them in a minute.

As a result of its unmatched historical and contemporary commitment to automobility, the United States is full of cities that have been shaped or reshaped around the car. Because there have been so many incentives for driving, cars have behaved like water, flowing into every nook and cranny where they have been allowed. Cities with more available space (Houston, Los Angeles) got more cars, while cities with less available space (Boston, New Orleans) got fewer. The first step in reclaiming our urban centers for pedestrians is simply to acknowledge that this outcome was not inevitable, is not the global norm, and need not continue. Despite all the countervailing pressures, it is fully within the capabilities of the typical American city to alter its relationship to the automobile in subtle ways that can have a tremendous impact on walkability—to welcome cars, but on its own terms. First and foremost, this means making all transportation decisions in light of the phenomenon of induced demand.

BECAUSE I MUST: INDUCED DEMAND

About once a month, I give a talk somewhere in America, typically to a chamber of commerce, a planning association, or a bunch of people in a bookstore. Topics and approaches can vary, but I have one hard-and-fast rule: every lecture, no matter what, I will talk at length about induced demand. I do this because induced demand is the great intellectual black hole in city planning, the one professional certainty that everyone thoughtful seems to acknowledge, yet almost no one is willing to act upon. It's as if, despite all of our advances, this one (unfortunately central) aspect of how we make our cities has been entrusted to the Flat Earth Society.

Traffic studies are perhaps the most inevitable activity in planning these days. If you want to add any significant use to a neighborhood, you have to complete a traffic study. If you want to change the design of a street, you have to complete a traffic study. Once, in Davenport, Iowa, I came across a street that had lost one block of its parallel parking, turning a three-lane one-way into a four-lane one-way for just three hundred feet. I recommended bringing that one block of parking back. The city's response? "We need to do a traffic study."^{*}

This circumstance is unsurprising, since traffic congestion is the main topic of civic complaint in most American communities. Since it is the only real constraint to driving, congestion is the one place where people are made to feel the pinch in their automotive lives. Were it not for congestion, we would drive enough additional miles to make congestion. So the traffic study has become the default act of planning, and more than a few large companies can thank traffic studies for the lion's share of their income. They don't want you to read the next few paragraphs.

Traffic studies are bullshit. They are bullshit for three main reasons:

First: The computer model is only as good as its inputs, and there's nothing easier than tweaking the inputs to get the outcome you want. When we were working in Oklahoma City, the local traffic engineer's "Synchro" computer model said that our pro-pedestrian proposals would cause gridlock. So we borrowed that engineer's computer model and handed it to our engineer, who tweaked the inputs, and voila: smooth sailing. By the way, the most commonly tweaked input is anticipated background growth, which typically needs tweaking anyway: most cities' traffic models presume 1 to 2 percent annual growth, even when those cities are shrinking.

Second: Traffic studies are typically performed by firms that do traffic engineering. This makes perfect sense—who else would

^{*}Good news: upon further deliberation, the city skipped the study and added back the parking, without incident.

do them? But guess who gets the big contract for the roadway expansion that the study deems necessary? As long as engineers are in charge of traffic studies, they will predict the need for engineering.

Finally, and most essentially: The main problem with traffic studies is that they almost never consider the phenomenon of induced demand. Induced demand is the name for what happens when increasing the supply of roadways lowers the time cost of driving, causing more people to drive and obliterating any reductions in congestion. We talked about this phenomenon at length in *Suburban Nation* in 2000, and the seminal text, *The Elephant in the Bedroom: Automobile Dependence and Denial*, was published by Hart and Spivak in 1993. For this reason, I will not take the time here to address its causes, which are multifold and fascinating. Since these books were published, however, there have been additional reports, all essentially confirming what we knew then. In 2004, a meta-analysis of dozens of previous studies found that "on average, a 10 percent increase in lane miles induces an immediate 4 percent increase in vehicle miles traveled, which climbs to 10 percent—the entire new capacity—in a few years."¹⁴

The most comprehensive effort remains the one completed in 1995 by the Surface Transportation Policy Project, which looked at fully seventy different metropolitan areas over fifteen years. This study, which based its findings on data from the annual reports of the conservative Texas Transportation Institute, concluded as follows:

Metro areas that invested heavily in road capacity expansion fared no better in easing congestion than metro areas that did not. Trends in congestion show that areas that exhibited greater growth in lane capacity spent roughly \$22 billion more on road construction than those that didn't, yet ended up with slightly higher congestion costs per person, wasted fuel, and travel de-

lay. . . . The metro area with the highest estimated road building cost was Nashville, Tennessee with a price tag of \$3,243 per family per year.*

Thanks to studies like this one, induced demand is by no means a professional secret. I was delighted to read the following in a 2009 article in *Newsweek*, hardly an esoteric publication: "Demand from drivers tends to quickly overwhelm the new supply; today engineers acknowledge that building new roads usually makes traffic worse."¹⁵

To which I must respond: "Who are these engineers and may I please meet them?" Most of the engineers that I'm forced to work with graduated from school decades ago and apparently haven't cracked a textbook—or a *Newsweek*—since.* As a result, this powerful phenomenon, for which the most and best data can be found in the United States, has had virtually no impact on road building in the United States. But there is good news: it has caused great advances in Europe! In Great Britain, where planners are no longer allowed to justify new highways on the basis of reduced congestion, road construction has dropped so drastically

*"Does Widening Roads Cause Congestion?" Excerpted from Donald Chen, "If You Build It, They Will Come." A 2010 study by Gilles Duranton and Matthew Turner at the University of Toronto concludes that "increased provision of interstate highways and major urban roads is unlikely to relieve congestion on these roads" ("The Fundamental Law of Road Congestion: Evidence from U.S. Cities," 2010).

*Nick Summers, "Where the Neon Lights Are Bright—and Drivers Are No Longer Welcome." It is important to illuminate this quote with the larger discussion that induced demand applies principally to the creation and widening of highways and arterial roads, as opposed to the creation of more intricate street networks through the invention of small local streets.

*In all fairness, my comment refers principally to the municipal and DOT engineers who must approve the projects that I plan. There are now more than a handful of professional transportation engineers who do their best to share information on induced demand. I have also had good experiences recently working with municipal engineers in Carmel, Indiana; Cedar Rapids; and Fort Lauderdale. But, for most of the profession, Upton Sinclair's famous observation still holds sway: "It is difficult to get a man to understand something when his salary depends on his not understanding it."

housing developments to meet affordability criteria—hardly requires a mention, except to say that it works and it is always the right thing to do. Every city should have an inclusionary-zoning ordinance in place, and few currently do, because it has gotten the reputation of being a hidden tax on developers and an impediment to the free market. While these criticisms are technically true, they ignore the real experience of inclusionary-zoning programs in action, which is that they have never stifled development. In some cases, they have been shown to accelerate it.³

And while the libertarians may hate inclusionary zoning, sophisticated developers seem to be just fine with it.⁴ This is probably because the affordable component can qualify a development for federal or state subsidies that make projects more profitable. Some of the biggest inclusionary-zoning programs are in Denver, San Francisco, San Diego, and Boston. The program in wealthy Montgomery County, Maryland, in force since 1974, has built more than ten thousand units of affordable housing. In today's moribund homebuilding climate, the "pro-business" lobby will no doubt redouble its efforts against inclusionary zoning, but it will do so with scant evidence and ultimately against its own best interests.

Granny flats, on the other hand, have yet to gain much traction in America's cities. Called "accessory dwelling units (ADUs)" by planners, and "backyard cottages" by clever marketers, these apartments are as intelligent as they are illegal. The few ADU ordinances that have been passed in the United States allow single-family houses to place a small apartment in their backyard—often atop a garage on a rear lane—that can be rented in the free market. They are typically opposed by neighbors who are worried about property values. An old college roommate of mine from

³I use the word *sophisticated* in order to rule out the National Association of Homebuilders, who continue to advocate incessantly for sprawl despite the fact that it has bankrupted their membership.

Los Angeles put it succinctly: "We are afraid that nine illegals will move in."

Happily, there is no evidence that granny flats lower property values and it's easy to see why. First, they are almost invisible. Second, they provide the homeowners with an income stream that allows them to live in their own home more comfortably. Third, they are of course carefully regulated to avoid the tenement-style use contemplated by my Angeleno friend. (Indeed, the tenant is often a homeowner's parent or college-age child.) Fourth, they introduce affordability in a dispersed rather than a concentrated way, avoiding the pathologies that sometimes arise from the latter. Finally, they are inevitably well supervised by their landlords, who live just a few feet away.

And they are great for walkability, as they increase neighborhood density, putting more feet on the sidewalks, and making transit service and local shopping more viable. They are ideal in those older single-family neighborhoods that can often be found on the edges of downtown, where bungalows and larger homes line walkable streets. Indeed, that's where they can still be found in places like Charleston and West Hollywood. Granny flats are also big in Canada, where NIMBYs generally hold less influence over local planning matters. Vancouver decriminalized them in 2008 as part of the city's EcoDensity initiative, and hundreds have already been built and rented.⁵

Despite all this, even some of America's most progressive city councils have found it a struggle to make granny flats legal again. Seattle finally succeeded after a lengthy fight, with critics claiming that the cottages would double the city's density. Others suggested that neighbors would lose the privacy they required to "barbecue, entertain guests, or walk around naked if they're

⁵Incidentally, this country's demest collection of granny flats probably can be found in the new village of Rosemary Beach, Florida, which I helped DPZ design in the late 1990s. As of last count, there are 214 "carriage house" apartments there.